

OUR JOBBING DEPARTMENT
HAVING been REPLEN-
ISHED with a large as-
sortment of the latest EUROPEAN
and AMERICAN NOVELTIES,
we are prepared to execute
orders for FANCY WORK with
neatness and despatch, and at
very moderate rates.

CHINA MAIL OFFICE.

VOL. XLX. No. 9908.

就六十月一十年四十九百八十一英

HONGKONG, FRIDAY, NOVEMBER 16, 1894.

日九月十午牛甲

THE HONGKONG CHINESE MAIL
報日字華港香
Hongkong Wa-Tin-Po
ISSUED DAILY.
CHIN-UN-MAN
Manager and Publisher
SUBSCRIPTION:
Five Dollars per year, deliverable in Hong
kong, or elsewhere, by post, including postage.

The China Mail.

Established February, 1843.

AGENTS FOR THE CHINA MAIL

LONDON.—F. ALLOA, 11 & 12, Clement's Lane, Lombard Street, E.C., George Street & Co., 30, Cornhill, Gordon & Gotoh, Ludgate Circus, E.O., Baker & Henry & Co., St. Walbrook, E.C., SAMUEL DEACON & Co., 150 & 154, Leadenhall Street, W. M. WILKS, 161, Cannon Street, E.O., ROBERT WATSON, 150, Fleet Street.

PARIS AND EUROPE:—MAYNOIS, PAUW & Co., 18, Rue de la Grange Dilection; J. STEWART HATFIELD, THE CHINESE EVANGELIST OFFICE, 62, Rue 22e Street.

SAN FRANCISCO, and American Posts generally.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—Gordon & Gotoh, Melbourne and Sydney.

QUEEN.—W. M. SMITH & Co., THE APOTHECARY CO., Columbus.

SINGAPORE, STRAITS, &c.—KELLY & WALSH, LTD., Singapore.

CHINA.—MCCOY, A. DA CRUZ, AMoy, N. MOALE & Co., LIMITED, Foochow, Elkins & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yeloham, LANE, and CRAWFORD & Co., and KELLY & Co.

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL.....£1,000,000.

SUBSCRIBED CAPITAL.....£500,000.

HEAD OFFICE—HONGKONG.

Court of Directors.
D. GILLIES, Esq. H. STOURPORT, Esq.
CHAN KEE SHAN, Esq.
CHEN TUNG SHANG, Esq.

KWAH HOI CHUEN, Esq.
Chief Manager.

Geo. W. F. PLAYFAIR,
Interest for 12 months Fixed 5%.

Hongkong, October 23, 1894. 1117

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum. Depositors may transfer at their option balances of £100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager,
Hongkong, May 15, 1893. 1515

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP ... £800,000.
RESERVE LIABILITY OF SHAREHOLDERS ... £800,000.
RESERVE FUND ... £275,000.

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances.

On Fixed Deposits for 12 months 5%
" " 6 " 4%
" " 3 " 3%.

A. C. MARSHALL,
Manager, Hongkong.

Hongkong, May 17, 1894. 825

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL ... £2,000,000.
CAPITAL CALLED UP ... 261,000,150.

Bankers:
CAPITAL & COUNTIES BANK, LIMITED.
Head Office:
3, PRINCE STREET, LONDON.

Branches:
BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies:
PERAK, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST
Allowed on Current Accounts and Fixed Deposits can be ascertained on application.

Every description of Banking and Exchange business transacted.

CHANTREY INCHBALD,
Manager,
Hongkong, November 6, 1893. 247

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000.
RESERVE FUND \$4,600,000.
RESERVE LIABILITY OR \$10,000,000.
PROPRIETORS \$10,000,000.

Court of Directors:—
C. J. HOLMADY, Esq.—Chairman.
J. S. MOSES, Esq.—Deputy Chairman.

R. M. Gray, Esq. Hon. A. Macdonald,
H. Hopkins, Esq. S. C. Michaelson,
H. H. Joseph, Esq. Hon. J. J. Kewell, D. R. Samuels, Esq.
Julius Kramer, Esq.

Chief Manager:
Hongkong—T. JACKSON, Esq.

Manager:
Shanghai—H. M. BEVIE, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.

On Current Accounts at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months 3 per cent. per annum.

" 6 " 5 "

" 12 " 5 "

T. JACKSON,

Chief Manager,

Hongkong, August 18, 1894. 338

Intimations.

PERSEVERANCE LODGE OF HONGKONG, No. 1, 1894.

REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, THIS EVENING, the 16th Instant, at 8.30 for 9 p.m. precisely. VISITING BRETHREN are cordially INVITED.

Hongkong, November 16, 1894. 1811

HONGKONG RIFLE ASSOCIATION.

SATURDAY, 17TH NOVEMBER, 1894,
AT 2.45 P.M.

COMPETITION—Short Range CUP and SPOONS. Range—500 and 600 yards. Shots—Seven. Entrance Fee, 80 Cents.

G. K. MOORE,
Hon. Secretary,
Hongkong, November 16, 1894. 1840

KYUNGCHOW DISTRICT.

LOCAL NOTICE TO MARINERS,
No. 3.

Sunken Rock S. E. of Hainan Head, in Inner Passage, Hainan Straits.

NOTICE TO MARINERS:
No. 40—China Station
China Seas, Tonkin Gulf.
Hainan Straits.

Sunken Rock S. E. of Hainan Head. NOTICE is hereby given that the ROCK described in the above Notice HAS BEEN FOUND to have sprung from the REEF STEAMER LIZKIN to have sprung up 15 feet at low water spring tides on its shoal part. Its position can be found on the chart by measuring a distance of one and 8/10 miles in a direction N. 68° E. Mag. from the base of Single Palm.

The approximate geographical position is Lat. N. 20° 8' 39"
Long. E. 110° 42' 36"

For the present and pending further notice, vessels are warned to adhere closely to the directions attached to Notice to Mariners, No. 26 of the 17th December, 1892, notifying the buoyage of the Hainan Straits, as below:

DIRECTIONS.

"With the Buys in the positions described, the best track for vessels to follow when using the South Channel is to pass 3 cables eastward of the "Marie Kock Buoy and then to pass the Hainan Head Bank Buoy at about the same distance, taking care to guard agains being set towards the shore, and remembering that it is safe to borrow towards the Banks on the starboard hand, of which the lead, which should be kept going, will give warning, while on the other side the bottom is rocky and uneven, and the lead gives no warning. The Hainan Reef Buoy may be rounded at a distance of 1 cable or more at a direction."

C. J. PRICE,
Acting Harbour Master.

Approved,
R. S. UNWIN,
Acting Commissioner of Customs.

Custom House,
Kungkow, 6th November, 1894. 1821

A. S. WATSON & CO., LIMITED.

A N Interim DIVIDEND on Account of the Year 1894, at the Rate of FORTY CENTS per Share (or Four Per Cent. on the Capital of the Company) will be PAYABLE at the HONGKONG & SHANGHAI BANK, Hongkong, on and after the 23rd instant, on WARRANTS to be obtained from the Undersigned. Local Shareholders are requested to apply at the Company's OFFICE for their Warrants.

The REGISTER of SHARES will be CLOSED from MONDAY, the 19th Instant, till SATURDAY, the 24th Inst., both days inclusive, during which period no Transfer of Shares can be registered.

By Order, A. H. MANOELL,
Secretary,
Hongkong, November 10, 1894. 1823

NOTICE.

THE Undersigned are prepared to GIVE ESTIMATES for Fitting the PATENT PROCESS on Land and MARINE BOILERS for Boring CHAMBERS & COAL DUST.

GORDON & CO.,
BOWINGTON FOUNDRY,
East Point.

Hongkong, August 20, 1894. 1848

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

Adjustment of Bonus for the Year 1893.

SHAREHOLDERS in the above Company are requested to furnish a List of their Contributions for the year ending 31st December last, in Order that the DISTRIBUTION of the PROFITS reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to the 30th DAY of NOVEMBER next, will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & CO.,
HONGKONG & SHANGHAI BANKING CORPORATION.

Hongkong, November 10, 1894. 1843

H. K. MOORE,
Hon. Secretary,
Hongkong, May 17, 1894. 825

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Hongkong, November 6, 1893. 247

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" 6 " 5 "

" 12 " 5 "

T. JACKSON,

Chief Manager,

Hongkong, August 18, 1894. 338

Business Notices.

LANE, CRAWFORD & CO.

NEW STOCK.

HATS and BOOTS.

FANCY TENNIS SHIRTING.

HOSIERY and OUTFITTING.

RUGS and DRESSING GOWNS.

SHIRTS, COLLARS, TIES, BRACES, HANDKERCHIEFS.

LANE, CRAWFORD & CO.

TELEPHONE 97.

Hongkong, October 12, 1894. 1842

W. POWELL & CO.

WINTER STOCK OF FENDERS
(\$3.50 to \$40.00 each).

<

Entertainments.

HARMSTON'S GRAND CIRCUS.



ROYAL MENAGERIE
or
PERFORMING ANIMALS.

OUR SECOND PROGRAMME
ADMITTED TO BE BETTER THAN
THE FIRST ONE.

GILBARTO'S SOMERSAULT ACT.

EVOLUTIONS MID-AIR.

THE AUSTRALIAN HORSE
BEACONSFIELD'S MARVELLOUS
7 FOOT JUMP.

LEO HERNANDEZ'S DEN OF TRAINED
LEOPARDS.

TO-NIGHT! TO-NIGHT!!
MATINEES EVERY WEDNESDAY
AND SATURDAY AFTERNOONS.

Doors open at 2, to commence at 3 sharp.
Children half-price to all parts of the Circus.

PRICES OF ADMISSION.

Boxes of 8 Chairs \$12.00
Single Seats in Boxes 2.00
Dress Circle Chairs 1.00
Stalls, Carpeted Seats 50
Gallery (for Chinese only) 30

SPECIAL RATES FOR THE ARMY and
NAVY. Soldiers and Sailors in uniform
will be admitted to the Stalls. Carpeted
Seats for 30 cents each.

BOX PLAN at KELLY & WALSH'S,
where Seats can be reserved.

ROBERT LOVE,
Manager.

S. RIECH,
General Agent.

Hongkong, November 16, 1894. 1836

To Let.

TO LET.

NOTE 7, SEVENNA TERRACE,
GODOWNS IN WANCHAI, at the
back of McNEILSON'S BARRACKS.
No. 3, MOUNT GOMER, FURNISHED,
with immediate possession till middle of
April, 1895.

Apply to
DAVID SASSOON, SONS & CO.
Hongkong, November 7, 1894. 320

TO LET.

DWELLING HOUSES—
BANGOUR, MOUNT KELLER,
(Furnished).
HIGHCLERE, 1st MAGAZINE GAP.
No. 1, RIFTON TERRACE.
No. 3, OLD BARRACKS.
No. 10, CHARLES LANE.
A HOUSE IN WEST END TERRACE,
Pembury Road.

FLOORS IN BLUE BUILDINGS.
FLOORS IN ELGIN STREET, PEEL
STREET AND STAUNTON STREET.
FLOORS IN No. 6, SHERLEY
STREET.

GODOWNS—
BLUE BUILDINGS.
No. 7A, PRAYA CENTRAL.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, November 9, 1894. 18

TO LET.

NO. 2, PADDER'S STREET, next to the
Post Office.
Apply to
G. C. ANDERSON,
13, Praya Central,
Hongkong, March 16, 1893. 504

Intimations.

CHAS. J. GAUPP & CO.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.

VONGLANDER'S CELEBRATED
BINOCULARS AND TELESCOPES.
REYNOLDS' LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS.
NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE.
Christie & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY
to great variety.

DIA MONDS
AND
DIAMOND JEWELLERY,
A Splendid Collection of the Latest London
PATTERNS, at very moderate prices. 745



CALDBECK, MACGREGOR &
Co.,
Wine and Spirit Merchant,
13, QUEEN'S ROAD.
Hongkong, August 18, 1891. 1612

PRIVATE BOARD and RESIDENCE
for LADIES and GENTLEMEN. Special
attention to Ladies' comfort. Accommodation
for Table Boarders. Central situation.
Mrs. MATHER,
2 and 3 Paddler's St.
Hongkong, July 24, 1893. 1287

WASHING BOOKS.
(In English and Chinese.)
WASHINGMAN'S BOOKS, for the use
of Ladies and Gentleman, can now
be had at this Office. Price, \$1 each.
Cura Mai 9/56.

To-day's Advertisements

GRIPPIETH'S
NEW YEAR'S CARDS
GIVING SERIES OF
PHOTOGRAPHIC VIEWS, and GROUP-
INGS Illustrating Chinese Life and
Character are the BEST MEDIUM for
SENDING the SEASON'S GREETINGS
to HOME FRIENDS.

Sold at Messrs. KELLY & WALSH'S,
NORHONA'S,
do. BREWSTER,
do. WATSON'S,
do. CRAICKSHANK'S,
and at the STUDIO, 2, Duddell Street.
Hongkong, November 16, 1894. 1853

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOOCHEW.
The Co.'s Steamship
"Huzon,"
Capt. GODDARD, will be
despatched for the above
Ports on SUNDAY, the 18th instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO.,
General Managers.
Hongkong, November 16, 1894. 1848

NORDDEUTSCHER LLOYD.

NOTICE.
STEAM TO YOKOHAMA, KOBE AND
NAGASAKI.
(Passing through the INLAND SEA).

The Co.'s Steamship
"Nürnberg,"
Captain H. WALTER, will
leave for the above Ports
on or about THURSDAY, the 22nd Inst.

For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, November 16, 1894. 1851

NORDDEUTSCHER LLOYD.

NOTICE.
STEAM TO SHANGHAI.
The Co.'s Steamship
"Nürnberg,"
Captain H. WALTER, will
leave for the above Ports
on or about THURSDAY, the 22nd Inst.

For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, November 16, 1894. 1852

SHIRE LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship
"Glamorganshire,"
Captain VINTON, will be
despatched for the above
Port on or about THURSDAY, the 6th
December.

For Freight or Passage, apply to
DODWELL, CARLILL & CO.,
Agents.
Hongkong, November 16, 1894. 1849

NORDDEUTSCHER LLOYD.

NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, AD
SUEZ, PORT SAID,

NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIc PORTS:

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S SHIPS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

Hongkong, November 16, 1894. 1855

NORDDEUTSCHER LLOYD.

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REMARKS ON THE probable connection of the telegraph line arranged by China to take place between Burma and China during the coming winter, the correspondent of the Manchester *Guardian* remarks that it would be interesting to know why the last sentence in Article 16 was inserted in the Convention. This provides that "the line will, however, at first only be used for the transmission of official telegrams, and telegrams message for and from Burma and the provinces of Yunnan." This means that any member of the public desiring to use the line for or from any part of China except Yunnan, or for or from any part of the rest of the world except Burma, will not be allowed to do so, although the line connects the whole of China with India and the rest of the world. This will be a disappointment to the mercantile communities in China, who looked forward to the connection of the Indian and Chinese telegraph systems as giving them an alternative route to the cables of the Eastern Extension and the Great Northern Companies. Possibly the existing Conventions between these companies and the Chinese telegraph administration stand in the way of the new route being employed at present for all messages.

In no matter relating to composition have more errors arisen than in this of punctuation. An amusing story is told in the *Full Mail Magazine* of a reporter who was describing the dress worn by the principal guests. He felt it incumbent upon him to indicate that a certain lady, whom we will call Mrs. Brown, and who generally dressed with remarkable good taste and effect, had not upon this occasion attained her usual level of excellence. He therefore frankly chronicled that "Mrs. Brown were nothing in the nature of a dress that was remarkable." But judge of his and Mrs. Brown's horror upon reading next morning in one of the leading papers of the State: "Mrs. Brown were nothing in the nature of a dress. That was remarkable." Lord Salisbury must have been equally surprised if he ever read the paragraph in a North of England paper which described the Queen's Jubilee Celebration at Westminster. "After him," proceeded the report, "walked Lord Salisbury on his head, a white hat on his forehead, a dark cloud in his hand, the inevitable walking-stick in his open palm, a meditative look." It seems to us that the composer who was responsible for the above was a prey to a bad attack of "commasitis."

The *Singapore Free Press*, commenting on the incident in Aden Harbour between H.M.S. *Bonaventure* and the P. & O. steamer *Penshurst*, remarks:—This proceeding calls to mind two incidents of former days in this part of the world. The first occurred in Japan. A war seemed imminent—indeed there was war shortly afterwards—and the English Admiral wanted his letters quickly from the P. & O. Mail. He signalled her to stop. When she took no notice of the signal he fired a blank charge across her bows. No notice of this was taken, whereupon he fired a shot into her rigging which speedily brought her to, and she then communicated with the flagship. The second occasion was just before the Abyssinian war, and occurred in this Port. The P. & O. mail was coming in from China in the year 1867, and Capt. Ede, the Senior Naval Officer, commanding the *Sabellis*, was anxious to get his letters quickly. He sent out a cutter in charge of Lieut. Osborne with instructions to cross the bows of the mail steamer and request her to stop. He then signalled that he wished to communicate with her, and on no notice being taken of the signal he fired a blank charge across her bows. She continued on her course to New Harbour, whereupon he fired a second blank charge, likewise without effect and the vessel went on. The matter was referred to the Admiralty, and the commandant of the P. & O. vessel was censured for his refusal to stop when summoned. Admiral Sir Harry Keppel, who was then commanding the station and was at Hongkong, added, that when the Senior Naval Officer had fired two blank charges, the mistake he made was in not putting a shot into her hull with the third. And that was the end of the matter.

An Indian contemporary publishes the following with regard to the new connection of the Messageries Maritimes between Bombay and Japan:—According to an announcement made at Marseilles, the directors of the Compagnie des Messageries Maritimes have submitted to the Minister of Commerce a scheme for the arrangement of their lines of steamers running to the Far East. The essential point in the proposed changes is a kind of fusion of the China and Australia lines. The boats engaged in the last-mentioned line have, as is pretty well known, an average speed of something over 15 knots, while those in the China service go only at 13 knots. The greater speed on the Australian line was rendered necessary by British competition; but the Peninsular and Oriental Company's packets touch at Colombo, while the French steamers call at Madras. It is intended to arrange so as to make the Messageries Maritimes' Company's service analogous to that of the P. & O. It is proposed, therefore, that every 28 days (weeks) there shall be departure from Marseilles for China and Australia by the packet-boats already employed on the Australian line, with Colombo as a port of call. The passengers and mails destined for Indo-China would be transhipped at Colombo into one of the steamers now engaged in the China service, the cost of which the voyage to China and Japan would be completed, the other boat proceeding on her way to Australia and New Caledonia. Midway between the departures of this mixed rapid service will be interpolated (once every four weeks, therefore) a departure for China without transhipment, with Bombay as port of call, the present supplementary service between Aden and Bombay being at the same time suspended. Further, the consequence of the disappearance of Madras as port of call would be the creation of a second monthly departure for the East Coast of Africa, for which the intended expansion of French trade in Madagascar is taken to be a justification. The boats proceeding beyond the Suez Canal again would no longer touch at Alexandria, so that this delay would be saved, but a new short line to Egypt would be established instead. The partial employment, for the China service, of the Australian boats would, it is calculated, greatly shorten the communication between France and Indo-China, but in order to still further shorten the time of transit it will be necessary to have the present double-expansion engines transformed into triple-expansion, which will give them an extra two knots of speed, or nearly so. This being done, the Messageries Company reason that the voyage to Tonkin, which now takes 24 days, will be made about ten days shorter, especially by the mixed line as contemplated. The Directors of the Company are represented as being confident that their proposals will shortly receive Government sanction.

Read further.—*Contd.*

EXCHANGE COMPENSATION.

The following is a copy of the circular sent to the Heads of Departments on the subject of exchange compensation:

Colonial Secretary's Office,
12th November, 1894.

Sir,—Referring to U.S.O. Cr. No. 3 of 6th March last, I am directed to inform you that a telegram has been received from the Secretary of State to the effect that His Lordship is unable at present to sanction any other proposal than that referred to in C.S.O. Cir. No. 8 of 3rd November, 1893, the enclosure to which is attached. I am, therefore, to request you to return the enclosed form to me not later than Saturday next, the 17th inst., with your signature and that of each officer concerned in your Department entered in col. 1 or in col. 2 thereof according as the signature elects to accept or to refuse the offer.

I am to add for your information that the words "not domiciled in the Colony" in the Secretary of State's Despatch of 25th September last are to be construed as meaning officers domiciled in the United Kingdom or in any other country which has a gold currency.—I have, &c.

(Sd.) J. H. STEWART LOCKHART.

The Despatch, we presume, is the same that already published at the Straits from which it appears that every Officer, whose domicile is in a gold-leading country, while on service in the Colony, or on vacation leave in a country having a silver standard, will be allowed to draw, as exchange compensation allowance, the difference between half of his salary if remitted to England at the market rate and the same sum if remitted at 3s. to the dollar. There is considerable difference of opinion amongst the Civil Servants over the subject, and at a meeting held yesterday to discuss the situation the majority were against the proposed change. The older officers of the Police Force have voted dead against the proposal, but it is anticipated that the constables who have been only a few years in the Colony will accept the new rate.

Meanwhile, although the new proposal is being circulated to the Services, the people of the Colony, who have to find the money to pay the exchange compensation, are kept in absolute ignorance by the Government.

CRICKET.

The following team will play to-morrow for the respective sides in the match—the Cricket Club v. The Football Club:—

Cricket Club—J. A. Lowen, Capt. Welman, G. Hooper, Sur.-Capt. Westcott, G. H. Walling, Sub.-Maj. Beads, F. W. Darby, P. G. Anderson, H. Ogilvie, S. Powell, G. A. Woodward.

Football Club—F. Maitland, A. S. Anton, G. G. Brady, E. S. Ezekiel, J. S. Munro, J. F. East, F. B. Deacon, J. M. G. Munro, S. L. Darby, W. C. M. Woodcock (H.K.R.), A. N. Other.

During the afternoon the band of the Hongkong Regiment will play selections of music, by the courtesy of Major Faithful and the Officers of the Regiment.

THE RECORD WITH THE RIFLE.

MAINTENANCE TEAM PERFORMANCE WITH THE LEE-METZTOED.

The following is taken from the *Hampshire Telegraph* of 22nd September:—

An Indian contemporary publishes the following with regard to the new connection of the Messageries Maritimes between Bombay and Japan:—According to an announcement made at Marseilles, the directors of the Compagnie des Messageries Maritimes have submitted to the Minister of Commerce a scheme for the arrangement of their lines of steamers running to the Far East. The essential point in the proposed changes is a kind of fusion of the China and Australia lines. The boats engaged in the last-mentioned line have, as is pretty well known, an average speed of something over 15 knots, while those in the China service go only at 13 knots. The greater speed on the Australian line was rendered necessary by British competition; but the Peninsular and Oriental Company's packets touch at Colombo, while the French steamers call at Madras. It is intended to arrange so as to make the Messageries Maritimes' Company's service analogous to that of the P. & O. It is proposed, therefore, that every 28 days (weeks) there shall be departure from Marseilles for China and Australia by the packet-boats already employed on the Australian line, with Colombo as a port of call. The passengers and mails destined for Indo-China would be transhipped at Colombo into one of the steamers now engaged in the China service, the cost of which the voyage to China and Japan would be completed, the other boat proceeding on her way to Australia and New Caledonia. Midway between the departures of this mixed rapid service will be interpolated (once every four weeks, therefore) a departure for China without transhipment, with Bombay as port of call, the present supplementary service between Aden and Bombay being at the same time suspended. Further, the consequence of the disappearance of Madras as port of call would be the creation of a second monthly departure for the East Coast of Africa, for which the intended expansion of French trade in Madagascar is taken to be a justification. The boats proceeding beyond the Suez Canal again would no longer touch at Alexandria, so that this delay would be saved, but a new short line to Egypt would be established instead. The partial employment, for the China service, of the Australian boats would, it is calculated,

greatly shorten the communication between France and Indo-China, but in order to still further shorten the time of transit it will be necessary to have the present double-expansion engines transformed into triple-expansion, which will give them an extra two knots of speed, or nearly so. This being done, the Messageries Company reason that the voyage to Tonkin, which now takes 24 days, will be made about ten days shorter, especially by the mixed line as contemplated. The Directors of the Company are represented as being confident that their proposals will shortly receive Government sanction.

The P. & O. Company are building seven large passenger and cargo steamers for the India and China trades. The following are the names of the vessels:—*Sindbad*, *Mohre*, *Sumatra*, *Borneo*, and *Singapore*.

TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL"]
(Via Southern Line.)

LONDON, Nov. 15, 1894.
MR. VON HANNEKEN PLACED IN
COMMAND OF THE CHINESE
NAVI.

It is reported from Tientsin that Mr. Von Hanneken has been given the command of the whole of the Chinese naval forces.

FRANCE AND MADAGASCAR.
A committee favourable to the Madagascar credits has been elected.

M. Dupuy has stated that the expedition is undertaken to duly uphold French rights and that of each officer concerned in your Department entered in col. 1 or in col. 2

thereof according as the signature elects to accept or to refuse the offer.

I am to add for your information that the words "not domiciled in the Colony" in the Secretary of State's Despatch of 25th September last are to be construed as meaning officers domiciled in the United Kingdom or in any other country which has a gold currency.—I have, &c.

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Meanwhile, although the new proposal is being circulated to the Services, the people of the Colony, who have to find the money to pay the exchange compensation, are kept in absolute ignorance by the Government.

THE CHINA-JAPAN WAR.

[SPECIAL TO THE "CHINESE MAIL"]

SHANGHAI, November 16, 4.01 p.m.
EXECUTION OF A CHINESE
GENERAL.

General Wai-ki-wai has been beheaded at Peking.—General Wai was ordered to Peking after trial at the battle of Ping-yang. He was charged with not giving his assistance at that battle and with squeezing

A CHINESE VICTORY.
The Chinese troops have recaptured Kiu-chau, near Tsien-tien-wan.

THE REVENGE.

A BALLAD OF THE FLEET.

At Flores in the Azores Sir Richard Grenville lay, And a pinace, like a flutter'd bird, came flying from faraway: "Spanish ships of war at sea! we have sighted fifty-three!" Then swam Lord Thomas Howard: "Fore God I am no coward; But I cannot meet them here, for my ships are out of gear.

And the half my men are sick. I must fly, but follow quick.

We are six ships of the line; can we fight with another ship?"

And the sun there lay dying, and they yielded to the foe.

XII.

And the sister, Spanish man to their flagship bore him, Then they laid him by the mast, old Sir Richard caught at last, And they prised him to his face with their curly foreign grace;

But he spurned them on their decks, and cried: "I have fought for Queen and Faith like a valiant man and true;

I have only done my duty as a man is bound to do:

With a joyful spirit I Sir Richard Grenville die!"

And he fell upon their decks, and he died.

And they staid at the dead that had been slain again.

And his body was laid on the deck, and he died.

And they maun'd the Revenge with a swarthy crew,

And away she sail'd with her less and long for her own!

When a wind from the land, they had mind'd him from sleep,

And the water began to heave and the waves to moan,

And over that evening ended a great pale glow,

And a like like the wave that is raised by an earthquake grew.

Till it smote on their hulls and their tails,

And their masts and their flags,

And the whole sea plunged and fell on the shot-shard'd hull of Spain,

And the little Revenge herself went down by the island rage.

To be lost evertmore in the main.

XIII.

He had only a hundred seamen to work the ship and to fight.

And he sailed away from Flores till the Spanish came in sight,

With his huge sea-cats heaving upon the weather bow.

"Shall we fight or shall we fly?"

God Sir Richard, tell us now,

For to fight is but to die!

There'll be little of us left by the time this sun do set."

And Sir Richard said again: "We be all good Englishmen.

Let us bang these dogs of Seville, the children of the devil.

I never turn'd my back upon Don or Iberia."

Sir Richard spoke as he laugh'd, and we roar'd a burr'n and so

The Little Revenge ran on shore into the heart of the sea.

With her hundred fighters on deck, and her hundred sick below,

For half of their flesh to the right and half to the left were seen,

And the little Revenge ran on thro' the long sea-lane between.

XIV.

Thousands of their soldiers leck'd down from their docks and laught,

Thousands of their men made mock at the mad little craft.

Running on and on till delay'd.

By their mounted like San Philip that, of

sixty thousand men,

Up shadowing high above us with her

young tigress of guns.

Took the breath from our sails, and we

were driven to the land.

XV.

And while now the great San Philip hung

above us like a cloud

Whence the thunderbolts will fall

Long and loud.

Four gallions drew away

From the Spanish fleet that day,

And two upon the larboard and two upon

the starboard lay,

And the battle-thunder broke from them all.

XVI.

But now the great San Philip, she be-

thought herself and went

Having that within her womb that had left her in content;

Mails.

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Gaelic (via Nagasaki) WEDNESDAY, Nov. 21, and Yokohama) ... at daylight.
Belgic (via Nagasaki) WEDNESDAY, Dec. 19, and Yokohama) ... at daylight.
Oceanic (via Nagasaki, Kobe, Inland Sea & Yokohama) ... WEDNESDAY, Jan. 9, 1895, at daylight.

The Steamship GABRIEL will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 21st November, at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embark at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to "draw in full," and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM,
Acting Agent.

Hongkong, October 31, 1894. 1748

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama) ... WEDNESDAY, Nov. 28, at daylight.

China (via Nagasaki, Kobe, Inland Sea and Yokohama) ... WEDNESDAY, Dec. 12, at daylight.

Peru (via Nagasaki, Kobe, Inland Sea and Yokohama) ... SATURDAY, Dec. 29, at daylight.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 28th November, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, or the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DEVEREUX and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, or the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND TRAINS in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama, and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, Demerara, and to ports in Mexico, Central and South America, by the Company's sea connecting Steamers.

Bills will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the Office until 5 p.m., same day; all Parcel Packages should be marked to "draw in full," value of same \$10.00 Gold.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM,
Acting Agent.

Hongkong, November 7, 1894. 1793

Mails.



STEAM FOR
STRAITS, CYPRUS, AUSTRALIA,
INDIA, AEGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Nagasaki) WEDNESDAY, Nov. 21, at daylight.

Belgic (via Nagasaki) WEDNESDAY, Dec. 19, at daylight.

Oceanic (via Nagasaki, Kobe, Inland Sea & Yokohama) ... WEDNESDAY, Jan. 9, 1895, at daylight.

The Steamship ROHILLA, Captain G. C. HENNING, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 22nd November, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the G.D.N.C., which Vessel takes on her Cargo for LONDON, via SUZEE CANAL, leaving that port on the 16th DECEMBER, 1894.)

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be shipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. H. JOSEPH, Superintendent.

& O. B. N. Co.'s Office, Hongkong, November 8, 1894. 1802

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, ADEN, SUZEE,

PORT SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLE, LONDON,

HAVRE AND BORDEAUX:

ALSO

PORTE OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 28th November, 1894, at Noon, the Company's S.S. SYDNEY, Commandant DEBAGH, with MAIRS, PASSENGERS, SPECIES, and CARGO, will leave this Port to the above places.

Cargo and Goods will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 27th November, 1894. (Parcels are not to be sent on board; they must be left at the Agents' Office).

Agents and value of Parcels are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX, Agent.

Hongkong, November 15, 1894. 1844

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Tacoma Tuesday, December 11.

Niagara Tuesday, Jan. 1/6.

Victoria Tuesday, Jan. 22/6.

Tacoma Tuesday, Feb. 26/6.

SEA Tuesday, March 19/6.

Victoria Tuesday, April 9/6.

The Steamship TACOMA, Captain V. Prazer, sailing at Noon, on TUESDAY, the 11th December, will proceed to VICTORIA, B.C., and TACOMA via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, November 7, 1894. 1792

SANTAL-MIDY.

The pure essence of Santal obtained by Midy's process from the best Myros wood.

SANTAL-MIDY is entirely different from the Santal oil of the Indian Bazaar, is superior to Copaline, Cubeb, or Injections, and free from all bad smell or other inconveniences.

SANTAL-MIDY cures all derangements of the urinary organs in either sex in 48 hours.

SANTAL-MIDY is contained in small round bottles, each of which

contains 100 grms. (about 3 fl. oz.)

In which bottles, when filled with MIDY, there are genuine.

SANTAL-MIDY is aware of

all other Capses of medicine

contain impurities, radish, oil, &c., and are worse than useless.

SANTAL-MIDY is sold by all

Druggists and

medicine dealers throughout the world.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM, Acting Agent.

Hongkong, November 7, 1894. 1793

Intimations.

BUDDHISM: ITS HISTORICAL ASPECTS.

BY ERNEST J. EITEL, PH.D., TURNING.

THIRD EDITION, REVISED, WITH ADDITIONS.

PRICE: \$1.60.

Lane, Crawford & Co.

U. P. THE YANGTSE,

BY E. H. PARKER,

WITH SKETCH MAPS.

PRICE: \$1.60.

CONTENTS:

The Yang-tse Gorges and Rapids in Hu-pe.

The Rapids of the Upper Yang-tse.

The Yen-kiueh of the Traveller

through the Gorges of the Great River

Special Observations.

A Journey in North Sz Chuan.

North-ch'an and the Kung-tan River.

Up the Kung-tan River.

The Great Salt Wells.

North Kwei Cheu.

The Wilds of Hu-pe.

Sz Chuan Plants.

Orders for Copy will be received by

Messrs. Lane, Crawford & Co., and

Messrs. Kelly & Walsh, Limited.

Price per Copy: 15 CENTS PER COPY.

CHINA MAIL OFFICE,

Hongkong, May 17, 1893. 905

For Sale.

FOR SALE

CHINESE SCHOOL-BOOKS:

SAM-TSZE-KING,

T-SIN-TSZE-MAN,

LITERALLY TRANSLATED AND EXPLAINED

BY DR. E. J. EITEL.

PRICE: 15 CENTS PER COPY.

CHINA MAIL OFFICE,

Hongkong, May 17